

CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 14 April 1955

SUBJECT East German Railroads: Rolling Stock; Traffic; Administrative Boundaries; Personnel; Trackage

NO. OF PAGES 4

PLACE ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

25X1

DATE OF INFO.

SUPPLEMENT TO REPORT

25X1

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THIS IS UNEVALUATED INFORMATION

25X1

1. Of the locomotives leased to Poland in the summer of 1954, the first group of six units was returned on 29 January 1955.<sup>1</sup>

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2. the railroad ferry operating between Wolgast and the Isle of Usedom was undergoing general repair for a period of three to four months. During this period, freight shipments<sup>2</sup> via this ferry were to be restricted in volumen, weight, and measurements.

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3. a. Number of freight trains operating on the following days in January 1955:

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RBD	11	15	16	17	18
Berlin	854	868	863	822	806
Greifswald	402	411	387	374	401
Schwerin	422	436	395	395	427
Magdeburg	1,191	1,181	1,153	1,143	1,194
Halle	1,523	1,530	1,492	1,520	1,539
Erfurt	956	933	918	934	950
Dresden	2,104	2,104	2,004	2,077	2,105
Cottbus	1,119	1,144	1,135	1,116	1,115
Total	8,571	8,607	8,347	8,381	8,537

- b. Number of Soviet interest trains operating on the following days of January 1955:

RBD	11	15	16	17	18
Berlin	-	4	1	-	-
Greifswald	2	-	-	1	-
Schwerin	2	9	1	1	4
Magdeburg	3	3	2	2	4
Halle	-	-	-	-	-

CLASSIFICATION SECRET

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input checked="" type="checkbox"/>	DISTRIBUTION													
ARMY	<input checked="" type="checkbox"/>	AID		FRI															

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Erfurt	-	-	-	4	-
Dresden	1	1	-	1	2
Cottbus	1	-	1	2	1
Total	9	17	5	11	11

c. Number of major train delays occurring on the following days in January 1955:

RBD	11	15	16	17	18
Berlin	1	5	2	1	5
Greifswald Anklam	1	3	1	4	-
Schwerin	5	5	4	8	1
Magdeburg	9	6	5	2	8
Halle	6	9	8	10	13
Erfurt	6	9	7	12	7
Dresden	10	7	6	4	4
Cottbus	2	5	4	4	4
Total	40	49	37	45	42

4. Effective 1 January 1955, RBA Schwerin was deactivated and its area was split between RBAs Rostock and Guestrów. [redacted] RBD Schwerin consisted of RBAs Rostock, Guestrów, and Wittenberge.<sup>4</sup>

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5. After the transfer of a railroad line from RBD Berlin to RBD Guestrów, Anklam, and Bismarck which was the RBD Berlin parking point for column locomotives, [redacted] is now located in the area of RBD Guestrów. The column locomotives under the control of RBD Berlin continued to be parked at Bismarck.<sup>5</sup>

6. [redacted] transitworthy freight cars which had been inspected at railroad repair shops and maintenance shops were to be parked as reserve cars. Cars of types G, O, Z, T, H, R, S, and X were to be parked separately arranged in groups according to the numbers of their axles (2-, 4-, and 6-axle cars). [redacted] homogeneous trains each consisting of 60 x 2 or 3-axle cars or 30 x 4-axle cars were to be formed. R-type cars were to be assembled into trains of 50 unit each. These reserve trains were to be used only after approval by the Main Administration for Rolling Stock.

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7. The following reshuffle of leading personnel in RBD Berlin became known on 18 January 1955:

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Decker (Kurt) became President of RBD Berlin  
 Kurt Freitag was made State Secretary in charge of track construction and maintenance work at the Ministry of Traffic  
 Rudolf Mack was made chief of the Operations Department. He was formerly attached to the Passenger Traffic Department.<sup>7</sup>

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8. [redacted]

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SECRET [REDACTED]

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[REDACTED] 25X1

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[REDACTED] 25X1

- [REDACTED] 9. Since 13 January 1955, Soviet officers have inspected the status of the Dresden-Chemnitz and Riesa - Chemnitz railroad lines. Officers of the GDR transportation police accompanied the Soviet officers. The purpose of the inspection was to determine whether the lines mentioned were capable of heavy loads or not. The Soviets ordered that rail units up to five meters long be replaced immediately. <sup>8</sup> 25X1
1. [REDACTED] Comment. After 1 July 1954, when Soviet transit traffic in Poland was turned over to the Polish State Railroads and when the German locomotive columns previously handling this transit traffic were deactivated, 72 column locomotives were leased to Poland. They were to be returned within two years in monthly groups of three units each. [REDACTED] 25X1
2. [REDACTED] Comment. The Wolgast railroad ferry is now the only railroad connection to the Island of Usedom in the mouth of the [REDACTED] River. This ferry can handle about 800 railroad cars per month. The [REDACTED] double track Ducherow - Usedom railroad line has been dismantled. [REDACTED] 25X1
3. [REDACTED] Comment. The volume of freight traffic and the number of [REDACTED] major train delays reported were normal. Statistical data for Soviet interest traffic are reported for the first time. The trains probably carried Soviet troops to and from firing ranges. 25X1
4. [REDACTED] Comment. A total of 11 Reichsbahn-Aemter (railroad subdistrict offices) (RBAs) is scheduled to be deactivated by 1 April 1955. [REDACTED] 25X1  
25X1
5. [REDACTED] Comment. The locomotives of deactivated locomotive column No 3 have been parked for three years at Ruednitz. In connection with the reorganization of RBD [REDACTED], the [REDACTED] railroad station was ceded by RBD Berlin to [REDACTED] in early January 1955. [REDACTED] 25X1  
25X1
6. [REDACTED] Comment. It is believed that this measure was taken by all of the eight RBDs and that it was designed to establish a new reserve pool of freight cars at the disposal of the Ministry of Traffic as was observed in 1954. Such a reserve pool may be used for the handling of peak traffic in the fall or spring or for large scale Soviet transportation operations. In 1954, a reserve pool of 3,500 boxcars, 4,500 gondola cars, and 2,000 flat cars was to be established. 25X1
7. [REDACTED] Comment. Information on the new assignment of Decker, Freitag, and Sczepecki was transmitted previously. According to available information, Mack was previously chief of the Passenger Traffic Department of RBD Berlin. [REDACTED] 25X1  
25X1
8. [REDACTED] Comment. The Soviet officers probably belonged to the Soviet transportation control headquarters of RBD Berlin. The purpose of the inspection reported is unknown. The Dresden - Chemnitz railroad line is double track, the Chemnitz - Riesa railroad line is single track. Both lines are of major importance for the Saxon industrial area. 25X1

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5. After the transfer of a railroad line from RBD Berlin to RBD Greifswald, Ruednitz became the RBD Berlin parking point for column locomotives, is now located in the area of RBD Greifswald. The column locomotives under the control of RBD Berlin continued to be marked at Ruednitz.

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6.

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